

2003

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

57

Mathews County

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Mathews Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
3	1.37	5900	G	From:	Middlesex County Line				F	0.09	F	0.575	5800	G	2003	
				To:												
3	1.55	7100	G	From:	N SR 198				F	0.088	F	0.556	7000	G	2003	
				To:												
3	2.07	5600	G	From:	S SR 198				C	0.089	F	0.583	5600	G	2003	
				To:												
3	0.11	10000	G	From:	SR 14 Fort Nonsense				F	0.087	F	0.654	10000	G	2003	
				To:	Gloucester County Line											
14 3	0.11	10000	G	From:	Gloucester County Line				F	0.087	F	0.654	10000	G	2003	
				To:												
14	2.75	6000	G	From:	SR 3 Fort Nonsense				F	0.091	F	0.65	6000	G	2003	
				To:												
14	1.38	5200	G	From:	57-617				F	0.091	F	0.620	5200	G	2003	
				To:												
14	3.15	6000	G	From:	57-660 Foster				F	0.087	F	0.567	6000	G	2003	
				To:												
14	1.69	7700	G	From:	W SR 198 INT				C	0.088	F	0.5	7600	G	2003	
				To:												
14	0.62	5600	G	From:	E SR 198 INT				C	0.088	F	0.621	5500	G	2003	
				To:												
14	4.65	3400	G	From:	E 57-611 Mathews				F	0.089	F	0.617	3400	G	2003	
				To:												
14	1.88	1100	G	From:	57-604 Susan				C	0.092	F	0.588	1100	G	2003	
				To:												
14	1.74	390	G	From:	57-602 East of Shadow P O				F	0.1	F	0.578	390	G	2003	
				To:	Bayside Wharf											
198	0.44	2100	G	From:	Gloucester County Line				F	0.097	F	0.571	2100	G	2003	
				To:												
198 3	1.55	7100	G	From:	SR 3 West Intersection				F	0.088	F	0.556	7000	G	2003	
				To:												
198	6.24	4800	G	From:	SR 3 East Intersection				C	0.086	F	0.547	4700	G	2003	
				To:												
198	0.93	6600	G	From:	SR 223 Hudgins				F	0.085	F	0.531	6500	G	2003	
				To:												
198 14	1.69	7700	G	From:	SR 14 North Intersection				C	0.088	F	0.5	7600	G	2003	
				To:												
198	1.01	1700	G	From:	SR 14 South Intersection				F	0.090	F	0.580	1700	G	2003	
				To:	57-642											
223	2.07	2600	G	From:	SR 198 Hudgins				C	0.083	F	0.657	2600	G	2003	
				To:	57-633 Gwynn Island											
600	1.10	80	R	From:	Dead End					NA			NA		1998	
				To:												
600	1.62	210	G	From:	SR 14 SOUTH SR 14 MID				C	0.113	F	0.565	210	G	2003	
				To:	SR 14 NORTH											
601	0.54	140	R	From:	Dead End					NA			NA		1998	
				To:	57-602 East											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
601	1.07	230	R	From:	57-602 West						NA			NA		1998
				To:	Dead End											
602	0.42	450	R	From:	SR 14						NA			NA		07/11/2001
				To:	57-691											
602	0.30	380	R	From:	57-601 EAST						NA			NA		07/11/2001
				To:	Dead End											
603	0.66	40	R	From:	Dead End						NA			NA		07/11/2001
				To:	57-673											
603	0.75	140	R	From:	SR 14						NA			NA		07/11/2001
				To:	Dead End											
604	1.08	280	R	From:	Dead End						NA			NA		1998
				To:	SR 14											
605	0.80	140	R	From:	Dead End						NA			NA		07/11/2001
				To:	SR 14 SOUTH											
605	1.10	160	R	From:	SR 14 NORTH						NA			NA		07/16/2001
				To:	57-710											
605	0.10	140	R	From:	57-607						NA			NA		07/16/2001
				To:	Dead End											
606	0.50	110	R	From:	Dead End						NA			NA		1998
				To:	57-646											
606	0.40	350	R	From:	SR 14						NA			NA		1998
				To:	Dead End											
607	1.90	230	R	From:	Dead End						NA			NA		07/16/2001
				To:	57-608											
608	1.50	690	G	From:	SR 14					C	0.09	F	0.530	680	G	2003
				To:	57-609											
608	1.30	390	G	From:	57-649					F	0.101	F	0.671	390	G	2003
				To:	Dead End											
608	1.30	110	R	From:	57-608						NA			NA		1998
				To:	Dead End											
609	1.00	270	G	From:	57-611					C	0.112	F	0.833	270	G	2003
				To:	57-705											
609	0.12	240	R	From:	57-610						NA			NA		1998
				To:	1.10 ME 57-610											
609	0.58	90	R	From:	57-720						NA			NA		06/12/2001
				To:	Dead End											
609	1.10	70	R	From:	Dead End						NA			NA		06/12/2001
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
610	0.90	40	R	From:	57-614					NA				NA		06/26/2001
				To:	57-611 NORTH											
610	0.75	20	R	From:	57-611 SOUTH					NA				NA		06/12/2001
				To:	0.75 ME 57-611 S											
610	1.05	20	R	From:	57-609					NA				NA		06/12/2001
				To:	SR 14 NORTH											
611	2.35	1900	G	97%	0%	2%	1%	0%	0%	C	0.082	F	0.57	1900	G	2003
611	0.08	2800	G	From:	57-1003					F	0.081	F	0.505	2700	G	2003
				To:	SR 14 MID											
611	2.26	870	G	From:	SR 14 SOUTH					F	0.086	F	0.620	860	G	2003
				To:	57-613 WEST											
611	2.16	490	G	97%	0%	2%	1%	0%	0%	F	0.105	F	0.615	490	G	2003
611	0.30	47	R	From:	57-609					NA				NA		06/12/2001
				To:	Dead End											
612	0.50	90	R	From:	57-613					NA				NA		06/26/2001
				To:	57-611											
613	2.80	120	G	From:	SR 14					C	0.142	F	0.625	120	G	2003
				To:	57-611 WEST											
613	1.70	80	R	From:	57-611 EAST					NA				NA		06/06/2001
				To:	57-643											
614	1.00	200	R	From:	Dead End					NA				NA		06/12/2001
				To:	SR 14 NORTH											
614	0.90	210	R	From:	SR 14 SOUTH					NA				NA		06/12/2001
				To:	57-644; 57-730											
614	0.30	170	R							NA				NA		06/12/2001
614	1.20	80	R	From:	57-613					NA				NA		06/12/2001
				To:	57-610											
614	1.20	70	R	From:	57-610					NA				NA		06/12/2001
				To:	57-609											
615	0.60	100	R	From:	Dead End					NA				NA		06/12/2001
				To:	SR 14											
616	0.54	110	R	From:	SR 198					NA				NA		05/23/2001
				To:	Dead End											
617	0.80	170	R	From:	Dead End					NA				NA		06/26/2001
				To:	57-660 SOUTH											
617	3.37	270	G	96%	0%	2%	0%	1%	0%	F	0.105	F	0.5	270	G	2003
617	0.94	1200	G	From:	57-618					F	0.094	F	0.554	1200	G	2003
				To:	57-654											
617	1.06	1400	G	From:	96% 0% 2% 0% 1% 0%					C	0.095	F	0.536	1400	G	2003
				To:	SR 14											

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						2Axle	3+Axle	1Trail	2Trail								
Mathews County																	
618	0.50	1100	G	From:	57-617					C	0.092	F	0.568	1100	G	2003	
				To:	57-660												
619	0.65	48	R	From:	Dead End						NA			NA		06/26/2001	
				To:	57-617 WEST												
619	0.81	120	R	From:	57-617 EAST						NA			NA		06/26/2001	
				To:	57-660												
619	0.50	160	R	From:							NA			NA		06/26/2001	
				To:	Dead End												
620	2.10	490	R	From:	Dead End						NA			NA		1998	
				To:	SR 14												
621	0.28	70	R	From:	Dead End						NA			NA		07/16/2001	
				To:	0.28 MN Dead End												
621	0.12	70	R	From:							NA			NA		07/16/2001	
				To:	57-684												
621	0.95	260	G	From:	97%	0%	1%	0%	1%	0%	F	0.106	F	0.643	260	G	2003
				To:	57-622												
621	0.40	850	G	From:	97%	0%	1%	0%	1%	0%	F	0.08	F	0.507	850	G	2003
				To:	57-611												
621	0.80	640	G	From:	97%	0%	1%	0%	1%	0%	C	0.086	F	0.579	640	G	2003
				To:	SR 14												
622	0.50	80	R	From:	Dead End						NA			NA		07/16/2001	
				To:	57-623 WEST												
622	0.04	200	R	From:							NA			NA		07/16/2001	
				To:	57-623 MID												
622	1.00	550	G	From:	93%	0%	3%	2%	2%	0%	C	0.086	F	0.6	540	G	2003
				To:	57-621												
623	0.46	100	R	From:	Dead End						NA			NA		07/16/2001	
				To:	0.46 MN Dead End												
623	0.10	170	R	From:							NA			NA		1998	
				To:	57-622 WEST												
623	0.40	40	R	From:	57-622 MID						NA			NA		07/16/2001	
				To:	57-670												
623	0.30	160	R	From:							NA			NA		1998	
				To:	57-622 EAST												
624	0.15	130	R	From:	57-625						NA			NA		06/26/2001	
				To:	57-671												
624	0.05	40	R	From:							NA			NA		06/26/2001	
				To:	Dead End												
625	0.60	260	R	From:	57-660						NA			NA		1998	
				To:	57-624												
625	0.20	110	R	From:							NA			NA		1998	
				To:	Dead End												
626	3.40	540	G	From:	SR 14					F	0.089	F	0.626	540	G	2003	
				To:	SR 198 SOUTH												

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(626)	1.80	1000	G	From: 97%		SR 198 NORTH				C	0.095	F	0.58	1000	G	2003
				To: 0%		1%	0%	0%	0%							
(626)	0.16	270	R	From: 57-666							NA			NA		1998
				To: 57-652												
(626)	0.14	250	R	From: 57-662							NA			NA		1998
				To: 57-662												
(626)	0.30	80	R	From: Dead End							NA			NA		1998
				To: SR 198												
(627)	0.30	50	R	From: Dead End							NA			NA		1998
				To: SR 198												
(628)	0.70	570	G	From: 96%	1%	2%	0%	0%	0%	C	0.089	F	0.652	560	G	2003
				To: 57-725												
(628)	0.80	310	R	From: 57-724							NA			NA		05/23/2001
				To: 57-724												
(628)	0.17	160	R	From: Dead End							NA			NA		05/23/2001
				To: SR 198												
(629)	1.28	330	R	From: 57-772							NA			NA		05/23/2001
				To: 57-772												
(629)	0.44	110	R	From: Dead End							NA			NA		05/23/2001
				To: SR 198												
(630)	1.50	270	R	From: Dead End							NA			NA		1998
				To: SR 198												
(631)	1.20	310	R	From: Dead End							NA			NA		1998
				To: 57-626												
(632)	0.50	110	R	From: Dead End							NA			NA		05/23/2001
				To: Dead End												
(633)	0.20	370	R	From: SR 223							NA			NA		1998
				To: SR 223												
(633)	2.66	1600	G	From: 96%	0%	3%	0%	1%	0%	C	0.098	F	0.68	1600	G	2003
				To: Dead End												
(634)	0.50	320	R	From: Dead End							NA			NA		05/30/2001
				To: 57-633												
(635)	0.60	80	R	From: 57-609							NA			NA		1998
				To: Dead End												
(636)	0.35	60	R	From: Dead End							NA			NA		05/30/2001
				To: 57-672												
(636)	0.63	200	G	From: 95%	2%	2%	0%	1%	0%	C	0.115	F	0.565	200	G	2003
				To: 57-633												
(636)	0.50	190	R	From: Dead End							NA			NA		05/30/2001
				To: Dead End												
(637)	0.60	100	R	From: Dead End							NA			NA		1998
				To: 57-680												

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(637)	0.50	290	G	From:	57-680					C	0.102	F	0.621	290	G	2003
				To:	57-633											
(638)	1.00	100	R	From:	Dead End						NA			NA		05/30/2001
				To:	57-633											
(639)	0.85	70	R	From:	Dead End						NA			NA		05/23/2001
				To:	SR 223 WEST											
(639)	1.03	430	G	From:	SR 223 EAST					C	0.109	F	0.522	430	G	2003
				To:	57-648											
(639)	0.10	110	R	From:							NA			NA		1998
				To:	57-676											
(639)	0.20	80	R	From:							NA			NA		06/06/2001
				To:	Dead End											
(640)	0.14	200	R	From:	SR 223						NA			NA		05/23/2001
				To:	57-716											
(640)	1.41	240	R	From:							NA			NA		05/23/2001
				To:	Dead End											
(641)	1.64	440	G	From:	SR 14					C	0.096	F	0.537	440	G	2003
				To:	Dead End											
(642)	0.70	1400	G	From:	SR 198					C	0.102	F	0.603	1400	G	2003
				To:	57-643											
(642)	0.96	390	G	From:	57-708					F	0.118	F	0.707	390	G	2003
				To:	Dead End											
(642)	0.14	30	G	From:	57-642					C	0.103	F	0.642	820	G	2003
				To:	57-644 SOUTH											
(643)	1.00	530	G	From:	57-645					F	0.096	F	0.585	530	G	2003
				To:												
(643)	0.03	170	R	From:							NA			NA		1998
				To:	57-682											
(643)	0.50	60	R	From:							NA			NA		1998
				To:	57-704											
(643)	0.07	8	R	From:							NA			NA		1998
				To:	0.07 ME 57-704											
(643)	0.60	6	R	From:	57-614						NA			NA		06/06/2001
				To:	Dead End											
(644)	1.00	30	R	From:	57-614						NA			NA		06/12/2001
				To:	1.00 MN 57-614											
(644)	0.30	70	R	From:							NA			NA		06/12/2001
				To:	57-611 WEST											
(644)	1.20	120	R	From:	57-611 EAST						NA			NA		06/06/2001
				To:	57-643 SOUTH											
(644)	1.00	270	R	From:	57-643 NORTH						NA			NA		06/06/2001
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(645)	0.50	380	R	From:	57-643						NA			NA		1998
(645)	0.69	90	R	To:	57-717						NA			NA		1998
(645)	0.43	30	R	From:	0.69 ME 57-717						NA			NA		1998
				To:	Dead End											
(646)	0.14	40	R	From:	Dead End						NA			NA		07/11/2001
(646)	0.20	70	R	To:	57-726						NA			NA		07/11/2001
(646)	0.50	150	R	From:	57-721						NA			NA		07/11/2001
				To:	57-606											
(647)	0.70	370	R	From:	57-641						NA			NA		1998
				To:	Dead End											
(648)	0.30	130	R	From:	57-639						NA			NA		05/23/2001
				To:	57-640											
(649)	0.67	160	R	From:	Dead End						NA			NA		07/16/2001
				To:	57-608											
(650)	0.50	230	R	From:	57-660						NA			NA		1998
(650)	0.30	80	R	To:	57-727						NA			NA		1998
				To:	Dead End											
(651)	0.80	60	R	From:	57-660						NA			NA		06/26/2001
				To:	Dead End											
(652)	0.40	80	R	From:	Dead End						NA			NA		05/23/2001
				To:	57-626											
(653)	1.00	110	R	From:	SR 198						NA			NA		06/06/2001
				To:	Dead End											
(654)	0.40	10	R	From:	57-617						NA			NA		06/26/2001
				To:	Dead End											
(655)	0.85	130	R	From:	Dead End						NA			NA		07/11/2001
				To:	57-600											
(656)	0.30	100	R	From:	Dead End						NA			NA		1998
				To:	57-633											
(657)	1.10	90	R	From:	SR 14						NA			NA		1998
				To:	Dead End											
(658)	1.21	210	R	From:	Dead End						NA			NA		06/26/2001
				To:	SR 14											
(659)	0.50	160	R	From:	57-660						NA			NA		06/26/2001
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(660)	0.32	80	R	From:	57-660 Begin Loop						NA			NA		1998
(660)	0.53	300	R	To:	57-660 End Loop						NA			NA		1998
(660)	0.30	470	G	From:	57-617 SOUTH					F	0.117	F	0.547	470	G	2003
(660)	0.36	470	G	To:	57-617 NORTH					F	0.110	F	0.56	470	G	2003
(660)	2.65	1000	G	From:	57-703					F	0.097	F	0.531	1000	G	2003
(660)	2.43	980	G	To:	57-618					C	0.09	F	0.573	970	G	2003
				From:	SR 14											
(661)	0.42	100	R	To:	57-633						NA			NA		1998
				From:	Dead End											
(662)	0.40	110	R	To:	Dead End						NA			NA		05/23/2001
				From:	57-626											
(663)	0.20	100	R	To:	Dead End						NA			NA		1998
				From:	57-633											
(664)	0.90	420	R	To:	Dead End						NA			NA		05/30/2001
				From:	Dead End											
(665)	0.04	10	R	To:	Dead End						NA			NA		06/06/2001
(665)	0.56	120	R	From:	57-1006						NA			NA		06/06/2001
				To:	57-642											
(666)	0.38	110	R	From:	Dead End						NA			NA		05/23/2001
(666)	0.14	340	R	To:	57-732						NA			NA		05/23/2001
				From:	57-626											
(667)	0.50	80	R	To:	57-660						NA			NA		1998
				From:	Dead End											
(668)	0.13	130	R	To:	Dead End						NA			NA		05/23/2001
				From:	SR 198											
(669)	0.51	340	R	To:	SR 223						NA			NA		1998
				From:	Dead End											
(670)	0.42	90	R	To:	57-623						NA			NA		07/16/2001
				From:	Dead End											
(671)	0.30	80	R	To:	57-624						NA			NA		06/26/2001
				From:	Dead End											
(672)	0.07	60	R	To:	Dead End						NA			NA		1998
				From:	57-636											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
673	0.60	60	R	From:	Dead End						NA			NA		07/11/2001
				To:	57-603											
674	0.35	80	R	From:	Dead End						NA			NA		1998
				To:	57-626											
675	0.30	150	R	From:	57-660						NA			NA		06/26/2001
				To:	0.30 ME 57-660											
675	0.10	140	R	From:							NA			NA		06/26/2001
				To:	Dead End											
676	0.35	40	R	From:	Dead End						NA			NA		06/06/2001
				To:	57-639											
677	0.66	60	R	From:	57-611						NA			NA		06/12/2001
				To:	57-609											
678	0.39	80	R	From:	Dead End						NA			NA		07/16/2001
				To:	57-622											
679	0.54	50	R	From:	57-660						NA			NA		06/26/2001
				To:	Dead End											
680	0.49	80	R	From:	Dead End						NA			NA		1998
				To:	57-637											
681	0.53	140	R	From:	57-626						NA			NA		05/23/2001
				To:	Dead End											
682	0.87	100	R	From:	57-643						NA			NA		1998
				To:	Dead End											
683	0.37	9	R	From:	Dead End						NA			NA		06/26/2001
				To:	SR 14											
684	0.25	90	R	From:	57-621						NA			NA		07/16/2001
				To:	0.25 ME 57-621											
684	0.30	80	R	From:							NA			NA		07/16/2001
				To:	Dead End											
685	0.07	60	R	From:	Dead End						NA			NA		1998
				To:	57-660											
686	0.33	60	R	From:	Dead End						NA			NA		07/11/2001
				To:	57-605											
687	0.24	50	R	From:	Dead End						NA			NA		1998
				To:	57-660											
687	0.40	70	R	From:							NA			NA		1998
				To:	0.40 ME 57-660											
688	0.34	230	R	From:	Dead End						NA			NA		06/06/2001
				To:	57-639											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
689	0.36	170	R	From:	Dead End						NA			NA		1998
				To:	57-600											
690	0.37	80	R	From:	57-642						NA			NA		06/06/2001
				To:	Dead End											
691	0.25	20	R	From:	57-602						NA			NA		07/11/2001
				To:	Dead End											
692	0.52	47	R	From:	57-601						NA			NA		07/16/2001
				To:	Dead End											
693	0.62	90	R	From:	Dead End						NA			NA		06/06/2001
				To:	57-645											
694	0.40	60	R	From:	SR 198						NA			NA		1998
				To:	Dead End											
695	0.10	80	R	From:	Dead End						NA			NA		1998
				To:	57-633											
696	0.42	160	R	From:	Dead End						NA			NA		06/06/2001
				To:	57-639											
697	0.45	110	R	From:	SR 14						NA			NA		1998
				To:	Dead End											
698	0.20	90	R	From:	57-649						NA			NA		07/16/2001
				To:	Dead End											
699	0.37	20	R	From:	57-691						NA			NA		07/11/2001
				To:	Dead End											
700	0.48	160	R	From:	SR 198						NA			NA		1998
				To:	Dead End											
701	0.35	90	R	From:	SR 3						NA			NA		1998
				To:	Dead End											
702	0.38	60	R	From:	Dead End						NA			NA		06/12/2001
				To:	57-609											
703	0.61	70	R	From:	57-660						NA			NA		1998
				To:	Dead End											
704	0.36	70	R	From:	57-643						NA			NA		06/06/2001
				To:	Dead End											
705	0.40	60	R	From:	Dead End						NA			NA		06/12/2001
				To:	57-609											
706	0.32	70	R	From:	SR 223						NA			NA		1998
				To:	Dead End											
707	0.18	90	R	From:	Dead End						NA			NA		06/12/2001
				To:	57-609											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
708	0.27	47	R	From:	57-642					NA		NA		06/06/2001		
				To:	Dead End											
709	0.54	30	R	From:	57-650					NA		NA		1998		
				To:	Dead End											
710	0.28	100	R	From:	Dead End					NA		NA		1998		
				To:	57-605											
711	0.24	10	R	From:	Dead End					NA		NA		07/11/2001		
				To:	57-646											
712	0.02	20	R	From:	57-600					NA		NA		07/11/2001		
				To:	SR 14											
713	0.16	580	R	From:	SR 14					NA		NA		07/19/2001		
				To:	57-641											
714	0.20	20	R	From:	SR 14 SOUTH					NA		NA		07/11/2001		
				To:	SR 14 NORTH											
715	0.32	70	R	From:	SR 14 SOUTH					NA		NA		07/16/2001		
				To:	SR 14 NORTH											
716	0.17	90	R	From:	57-640					NA		NA		1998		
				To:	SR 223											
717	0.14	80	R	From:	Dead End					NA		NA		06/06/2001		
				To:	57-645											
718	0.38	80	R	From:	Dead End					NA		NA		1998		
				To:	57-639											
719	0.16	80	R	From:	Dead End					NA		NA		05/23/2001		
				To:	SR 198											
720	0.23	7	R	From:	57-609					NA		NA		06/12/2001		
				To:	Dead End											
721	0.43	80	R	From:	Dead End					NA		NA		07/11/2001		
				To:	57-646											
722	0.20	80	R	From:	57-629					NA		NA		1998		
				To:	57-723											
723	0.02	10	R	From:	Dead End					NA		NA		1998		
				To:	57-722											
723	0.08	30	R	From:	Dead End					NA		NA		1998		
				To:	Dead End											
724	0.12	120	R	From:	57-628					NA		NA		1998		
				To:	Dead End											
725	0.13	70	R	From:	57-628					NA		NA		05/23/2001		
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
726	0.22	30	R	From:	Dead End					NA			NA			07/11/2001
				To:	57-646											
727	0.35	160	R	From:	Dead End					NA			NA			06/26/2001
				To:	57-650											
728	0.22	50	R	From:	SR 14					NA			NA			07/11/2001
				To:	Dead End											
729	0.43	230	R	From:	Dead End					NA			NA			1998
				To:	SR 14											
730	0.12	60	R	From:	57-614					NA			NA			06/02/2001
				To:	Dead End											
731	0.48	100	R	From:	SR 14					NA			NA			1998
				To:	Dead End											
732	0.07	30	R	From:	Cul-de-Sac					NA			NA			1998
				To:	57-733											
732	0.91	250	R	From:						NA			NA			1998
				To:	57-666											
733	0.05	20	R	From:	Cul-de-Sac					NA			NA			1998
				To:	57-732											
734	0.05	90	R	From:	Dead End					NA			NA			1998
				To:	SR 3											
735	0.17	140	R	From:	SR 3					NA			NA			1998
				To:	Cul-de-Sac											
736	0.20	100	R	From:	SR 198					NA			NA			1992
				To:	Dead End											
737	0.70	90	R	From:	Cul-de-Sac					NA			NA			07/19/2001
				To:	57-608											
738	0.25	100	R	From:	SR 198					NA			NA			05/23/2001
				To:	Cul-de-Sac											
739	0.15	110	R	From:	SR 198					NA			NA			05/23/2001
				To:	Dead End											
740	0.56	100	R	From:	Dead End					NA			NA			05/30/2001
				To:	57-633											
745	0.93	NA		From:	Cul-de-Sac					NA			NA			
				To:	SR 14											
746	0.42	NA		From:	57-745					NA			NA			
				To:	Dead End											
1001	0.05	790	R	From:	57-1003					NA			NA			07/19/2001
				To:	57-1002											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
1001	0.03	1000	R	From:	57-1002						NA			NA		07/19/2001
				To:	SR 14											
1002	0.05	700	R	From:	57-1001						NA			NA		07/19/2001
				To:	57-611											
1003	0.05	390	R	From:	57-1001						NA			NA		1998
				To:	57-611											
1004	0.16	70	R	From:	Dead End						NA			NA		1998
				To:	SR 14											
1006	0.07	60	R	From:	57-665						NA			NA		1998
				To:	Begin Loop											
1006	0.07	20	R	From:	57-1007						NA			NA		1998
				To:	End Loop											
1007	0.06	30	R	From:	57-1006						NA			NA		1998
				To:	Cul-de-Sac											
1015	0.19	10	R	From:	SR 198						NA			NA		07/19/2001
				To:	Cul-de-Sac											
1016	0.07	8	R	From:	Cul-de-Sac						NA			NA		07/19/2001
				To:	57-1015											
1101	0.12	390	R	From:	Dead End						NA			NA		1998
				To:	SR 198											
9249	0.08	350	R	From:	SR 14						NA			NA		1998
				To:	Mathews County HS											
9250	0.10	20	R	From:	57-611 Thomas						NA			NA		07/19/2001
				To:	Hunter Int Sch											